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33 CFR Ch. I (7–1–11 Edition)

the Strait of Georgia to the Washington State coastline at 49°00'06" N., 122°45'18" W. (International Boundary Range C Rear Light). This area includes: Puget Sound, Hood Canal, Possession Sound, the San Juan Island Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, the U.S. waters of the Strait of Juan de Fuca and the Strait of Georgia, and all waters adjacent to the above.

(a) Vessel Traffic Service Puget Sound participates in a U.S./Canadian Cooperative Vessel Traffic Service (CVTS) to jointly manage vessel traffic in the Juan de Fuca Region. The CVTS for the Juan de Fuca Region consists of all waters of the Strait of Juan de Fuca and its offshore approaches, southern Georgia Strait, the Gulf and San Juan Archipelagos, Rosario Strait, Boundary Pass and Haro Strait, bounded on the northwest by 48°35'45" N.; and on the southwest by 48°23'30" N.; and on the west by the rhumb line joining 48°35'45" N., 124°47'30" W. with 48°23'30" N., 124°48'37" W.; and on the northeast in the Strait of Georgia, by a line drawn along 49° N. from Vancouver Island to Semiahmoo Bay; and on the southeast, by a line drawn from McCurdy Point on the Quimper Peninsula to Point Partridge on Whidbey Island. Canadian and United States Vessel Traffic Centers (Tofino, B.C., Canada, Vancouver, BC, Canada and Seattle, WA) manage traffic within the CVTS area irrespective of the International Boundary.

(b) VTS Special Areas. (1) The Rosario Strait VTS Special Area consists of those waters bounded to the south by the center of Precautionary Area "RB" (a circular area of 2,500 yards radius centered at 48°26'24" N., 122°45'12" W.), and to the north by the center of Precautionary Area "C" (a circular area of 2,500 yards radius centered at 48°40'34" N., 122°42'44" W.; Lighted Buoy "C"); and

NOTE: The center of precautionary area "RB" is not marked by a buoy. All precautionary areas are depicted on National Oceanic and Atmospheric Administration (NOAA) nautical charts.

(2) The Guemes Channel VTS Special Area consists of those waters bounded to the west by Shannon Point on Fidalgo Island and to the east by Southeast Point on Guemes Island.

(c) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Rosario Strait and Guemes Channel VTS Special Areas:

(1) A vessel engaged in towing shall not impede the passage of a vessel of 40,000 dead weight tons or more.

(2) A vessel of less than 40,000 dead weight tons is exempt from the provision set forth in §161.13(b)(1) of this part.

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in §161.13(b)(3) of this part. Approval will not be granted for:

(i) A vessel of 100 meters or more in length to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 40,000 dead weight tons or more; or

(ii) A vessel of 40,000 dead weight tons or more to meet or overtake; or cross or operate within 2,000 yards (except when crossing astern) of a vessel of 100 meters or more in length.

(d) Reporting Point. Inbound vessels in the Strait of Juan de Fuca upon crossing 124° W.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-1998-3799, 63 FR 35531, June 30, 1998]

§ 161.60 Vessel Traffic Service Prince William Sound.

(a) The VTS area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30' W. and 147°20' W. and includes Valdez Arm, Valdez Narrows and Port Valdez.

(b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04' N, 146°46.52' W and 60°58.93' N, 146°48.86' W; and southwest of a line bearing 307° True from Tongue Point at 61°02.10' N, 146°40.00' W.

(c) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02'06" 146°40' W.; and southwest of a line bearing 307°

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True from Entrance Island Light at 61°05'06" N., 146°36'42" W.

(d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

(1) No VMRS User shall proceed north of 61° N. without prior approval of the VTS.

(2) For a vessel listed in paragraph (c)(3) of this section—

(i) Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 deadweight tons is navigating therein;

(ii) A northbound vessel shall remain south of 61° N. until the VTS has granted permission to proceed; and

(iii) A southbound vessel shall remain in Port Valdez east of 146°35' W. and north of 61°06' N. until the VTS has granted permission to proceed.

(3) Paragraph (c)(2) of this section applies to—

(i) A vessel of 1600 gross tons or more; and

(ii) A towing vessel of 8 meters or more in length, except for a vessel performing duties as an escort vessel as defined in 33 CFR Part 168.

(e) Reporting Points.

TABLE 161.60(d)—VTS PRINCE WILLIAM SOUND REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/longitude	Notes
1A	Cape Hinchinbrook	Cape Hinchinbrook	60°16'18" N; 146°45'30" W ..	Northbound Only.
1B	Schooner Rock	Schooner Rock	60°18'42" N; 146°51'36" W ..	Southbound Only.
2A	Naked Island	Naked Island	60°40'00" N; 147°01'24" W ..	Northbound Only.
2B	Naked Island	Naked Island	60°40'00" N; 147°05'00" W ..	Southbound Only.
3A	Bligh Reef	Bligh Reef Light (Pilot Embark)	60°50'36" N; 146°57'30" W ..	Northbound Only.
3B	Bligh Reef	Bligh Reef Light (Pilot Disembark)	60°51'00" N; 147°01'24" W ..	Southbound Only.
4A	Rocky Point	Rocky Point	60°57'48" N; 146°47'30" W ..	Northbound Only.
4B	Rocky Point	Rocky Point	60°57'48" N; 146°50'00" W ..	Southbound Only.
5	Entrance Island	Entrance Island Light	61°05'24" N; 146°37'30" W ..	

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 95-033, 60 FR 28332, May 31, 1995; USCG-1998-3799, 63 FR 35532, June 30, 1998; USCG-2001-10254, 67 FR 53742, Aug. 19, 2002]

§ 161.65 Vessel Traffic Service Lower Mississippi River.

(a) The Vessel Traffic Service (VTS) area consists of navigable waters of the Lower Mississippi River (LMR) below 30°38.7' N 91°17.5' W (Port Hudson Light at 254.5 miles Above Head of Passes (AHP)), the Southwest Pass, and those within a 12-nautical mile radius around 28°54.3' N 89°25.7' W (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes).

(b) The Algiers Point VTS Special Area consists of the navigable waters of the LMR bounded on the north by a line drawn from 29°57.62' N 90°02.61' W to 29°57.34' N 90°02.60' W and on the south by a line drawn from 29°56.89' N 90°03.72' W to 29°56.93' N 90°03.34' W (95.0 and 93.5 miles AHP) during periods of high water—that is, when the Carrollton Gage reads 8.0 feet or above on a rising stage or 9.0 feet or above on a falling stage, or under any other water conditions the Captain of the Port (COTP) deems necessary.

(c) *Additional Algiers Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Algiers Point VTS Special Area:

(1) A vessel movement reporting system (VMRS) user must abide by the signals of the Governor Nicholls Street Wharf, 29°57.6' N 90°03.4' W, and Gretna, 29°55.5' N 90°03.7' W, Control Lights (94.3 and 96.6 miles AHP, respectively) in the following manner:

(i) *Green Light*—May proceed as intended.

(ii) *Red Light*—Do not proceed, unless otherwise directed by the VTS.

(iii) *No Light*—Do not proceed, immediately notify VTS and await further directions.

NOTE TO §161.65(c)(1): To provide advance notification to downbound vessels, a traffic repeater signal of Gretna Light is located at Westwego, LA, 29°54.8' N; 90°08.3' W (101.4 miles AHP).

(2) A vessel awaiting a signal change or VTS directions must keep clear of other vessels transiting the area.